

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.

Complete Edition .. \$10.00
Small

Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,074. 號四十七零一五萬一第 日五十月六年二十三緒光 HONGKONG, SATURDAY, AUGUST 4TH, 1906. 大拜禮 號四月八年六零百九千一英港香 PRICE, \$3 PER MONTH.

JOHN COTTON'S
FINEST SMOKING MIXTURE
Nos. 1 & 2.
(MEDIUM.)
Sole Importer—
A. S. WATSON & CO.,
LIMITED.
CIGAR DEALERS & TOBACCONISTS.
ESTABLISHED A.D. 1841.
[a1150]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a1223]

PHOTO SUPPLIES.
CAMERAS of the very latest patent.
EASTMAN'S KODAK AND FILMS.
W. BUTCHER & SONS' CAMERAS and
ACCESSORIES.
A. TACK & CO.,
26, DES VUEZ ROAD.
FRESH STOCK of the best PLATES and
PAPERS by every steamer. Prices very
moderate on application.
FURNITURE.
Hongkong, 28th May, 1906. [30]

STORAGE.
FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.
ALSO FOR SALE.
Portion of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
4,000 SQUARE FT. 999 YEARS LEASE.
For Particulars, apply—
GEO. FENWICK & CO., LTD.
Hongkong, 8th June, 1906. [153]

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED
TYPEWRITING WORK UNDER
TAKEN. Charges moderate.
F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [19]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.
CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.
Extreme Length .. 722 feet
Length on Blocks .. 714 "
Width of Entrance on Top .. 981 "
Width of Entrance on Bottom .. 881 "
Water on Blocks at Spring Tide .. 341 "
DOCK No. 1.
Extreme Length .. 523 feet
Length on Blocks .. 513 "
Width of Entrance on Top .. 82 "
Width of Entrance on Bottom .. 7 "
Water on Blocks at Spring Tide .. 61 "
DOCK No. 2.
Extreme Length .. 571 feet
Length on Blocks .. 561 "
Width of Entrance on Top .. 86 "
Width of Entrance on Bottom .. 53 "
Water on Blocks at Spring Tide .. 22 "
PATENT SLIP.
Suitable for vessels up to 1,000
TONS. The WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.
A LARGE STOCK of MATERIAL is
always kept on hand.
The COMPANY has the powerful steam-
"OUBA-MARU" (712 tons), 700 H.P.,
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [1175]

DENTAL SURGEON,
G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSIONS,
PEDDER STREET
[a1518]

FOR
BATHING PARTIES.
APRICOT BRANDY.
BLACKBERRY BRANDY.
CHERRY BRANDY.
CHERRY WHISKY.
CHERRY GIN.
SLOE GIN.
PEPPERMINT.
Telephone No. 75.
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 12th July, 1906. [a24]

THE
LAHMEYER ELECTRICAL CO. LD.,
LONDON.
THE
FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSSSEN & CO.,** SOLE AGENTS FOR CHINA. [a48]

CUTLER, PALMER & CO.,
WINE & SPIRIT MERCHANTS.
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.
BRANDY * * * * * For Case. \$22.50
" * * * * * 20.00
" * * * * * 16.75
WHISKY, PALL MALL - 20.00
" JOHN WALKER & SONS' OLD HIGHLAND - 12.50
" C. P. & CO.'S SPECIAL BLEND - 10.50
PORT WINE, INVALIDS - 20.00
" DOURO - 13.75
SHERRY, AMOROSO - 20.00
" LA TORRE - 16.00
BENEDICTINE, D.O.M. - 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSSSEN & CO.,
HONGKONG AGENTS.
[a15]

PEERLESS SCOTS WHISKIES
OF
HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at .. \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at .. \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.,
[115]

LANE, CRAWFORD & CO.
TAILORING DEPARTMENT.
WE ARE NOW SHOWING
SPECIAL LINES OF
THIN TWEEDS & FLANNELS
FOR EARLY AUTUMN WEAR.
PRICE \$35 THE SUIT.
SEE WINDOW.
LANE, CRAWFORD & CO.
Hongkong, 1st August, 1906. [a33]

HIRANO.
THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD., KOBE.
AGENTS: **F. BLACKHEAD & CO.,**
Hongkong, 16th August, 1905. [1805]

W. BREWER & CO.
23 & 25, QUEEN'S ROAD.
Little Folks; new volume .. \$2.50 and \$3.50
Diseases of Infancy, by Barrett .. 3.50
A Select Glossary of English Words, by
Dr. Trench .. 1.75
The Thompson Street Poker Club; fully
illustrated .. 0.70
The Fool of Quality, by Brooks .. 3.50
My Japanese Prince, by Gaster .. 1.75
Very Small Pocket French Dictionary
Leather Bound; 2 Vols. .. 1.60
5,000 Words Frequently Mis-Spelt .. 0.70
The A1 Cookery Book .. 1.75
Tangled Trinitities .. 1.75
Statesman's Year Book .. 7.75
The Complete Cricketer; illustrated .. 2.50
Brassey's Naval Annual .. 11.00
Clives' Naval Pocket Book .. 5.50
Shakespeare's Works, 10 Vols., in Case .. \$9.00
Practical Pattern Making, by F. W.
Barrows .. 4.50
THE NEW AUTOGRAPH WRITING PAD
ENVELOPE AND PAPER, WHITE OR
SILURIAN, 89 cts.
EXTRA STRONG BOND, 999, NOTE PAPER,
TYPEWRITER PAPER, FOOLSCAP & QUARTO.
(Very strong).
PREF'S NOTE PAPER WITH ENVELOPES TO
MATCH.
PUBITAN FLAX NOTE PAPER & ENVELOPES
TO MATCH.
NEW STOCK AUTOGRAPH AND WRITING
ALBUMS. [a32]

JAPAN  **COALS.**
MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100 HONG KONG STREET
OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, (Tientsin), Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimono, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Ma-
and-Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mamoda, Mannoura, Onoura, Otsu,
Saoharu, Tsuburao, Yoshikuni, Yoshio, Yonokubo, and other Coals.
S. MINAMI, Manager, Hongkong
[a165]

MACKIE'S
WHITE HORSE CELLAR
THE UNRIVALLED SCOTCH WHISKY
\$14.00 PER DOZEN.
LANE, CRAWFORD & CO.
SOLE AGENTS.
JOHN ROBERTS & COMPANY, LTD.
BILLIARD TABLE MAKERS.
BOMBAY.
Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following
Specification, viz. On Eight Massive Turned Legs, raised patels to Knees, Carved Brackets
Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted
with our new low set Express Cushions, patent invisible Pocket Plates, best Whipped Pockets
Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes with lever for
levelling, complete with the following accessories:—
19 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straightedge and Circle.
1 Best Spirit Level.
1 Smoothing Iron with Shoe.
1 Wall Cue Rack.
1 Wall Butt Rack.
1 Set Billiard Rules, Framed.
1 Best Billiard Brush.
1 Set "Crystal" or "Bonzo" Bill. Balls.
1 Box Best Cue Tips, Assorted.
1 Cue Tip Fastener with File.
1 Bill. Cue Cement.
1 Box Silk Spots.
2 Dozen Best White Chalk.
Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1,400 nett.
Illustrated price lists giving prices and particulars of everything pertaining to billiards
can be had on application from the Offices of this paper.
Hongkong, 1st April, 1904. [738-1]

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BUSINESS DIRECTORY.
BOOKBINDING.
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen Equal to Home
work.
IRON MERCHANTS.
SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers, Pig Iron and Foundry
Coke Importers. General Store-
keepers and Commission Agents
35 & 37, Hing Loong Street
(1st Street West of Central
Market.) Telephone No. 515.
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Bromide and Cyan Enlargements and
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done for Amateurs; No. 8A, Queen's
Road Central.
PRINTING.
"DAILY PRESS" OFFICE
Proofs read by Englishmen

BOARD AND RESIDENCE
BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD."
27, CAISE ROAD.
Hongkong, 20th September 1905. [673]
FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."
A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen"). [43]
Hongkong, 27th June, 1905.

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 3rd October, 1905. [45]

INSURANCE
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
THE Accumulated Funds of the Company
are nearly
£11,000,000.
and the annual revenue is at the rate of
£3600
PER DAY.
DODWELL & CO., LD.
Agents.
[a13 8-3]

HOTELS
HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
163 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Bathrooms in attendance
CHARGES MODERATE, AND NO EXTRAS
H. HAYNES, Manager.
KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte of separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. [a1459]
"BOA VISTA"
(HOTEL SANITARIUM OF SOUTH
CHINA).
MACAO.
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
country of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*) daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
An Orchestra plays during Dinner on
Saturdays.
Cable Address—"BOAVISTA."
For Terms, apply
[a221] THE MANAGER.

VICTORIA HOTEL.
SHAMKIN—CANTON.
On the British Concession.
MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels under experienced European
Management.
Every Comfort and Convenience for Resident
and Tourists.
WM. FARMER
Proprietor
[a1187]
**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
IN LIQUIDATION.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 .. 8.30 a.m. ... Every 15 minutes.
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REVIEWS.

A Madcap Marriage. by M. McDONNELL.
BODKIN, K. C. London: John Long.
This is a rollicking Irish yarn with Celtic humor and typical Irish characters. An eccentric peer with that his nephew and niece shall marry or forfeit his fortune, and in order to draw them together, recalls them from schools in France. The young couple, unknown to each other, meet under singular circumstances at Dieppe. After enjoying a swim in one of the mixed bathing establishments, through the practical joke of some urchins they have to depart therefrom in strange clothing, the girl in male attire and the hero in feminine. A mischievous flirtation is followed by a very improbable marriage (still in the same disguise). Through the machinations of the dishonest solicitor who drew the will the lovers then become separated for years, during which we get good pictures of the Boer war. They are eventually reunited, and their fortune, which the crafty solicitor who married Lord Roderick's sister had enjoyed for years, reverts to them, as their joke-marriage was pronounced legal.

The Great Weather Syndicate. by GEORGE GRIFFITH. London: George Bell & Sons.
The Great Weather Syndicate is a romance of the wild and wonderful, dealing with weather made to order and the flighty age of motor cars. Of course our Jules Verne author produces his invention from "God's Own Country." But strange to relate, he is an Englishman. The financiers of the syndicate, however, are American millionaires whose god is the almighty dollar. Through the influence of a woman, the Syndicate becomes more than a money-making concern, and benefits the human race by converting desert into meadow lands and making war impossible. Even the German Emperor is taught that his armed millions are incapable of combating the elements, his attempt to take the weather for the Brecken bringing defeat and calamity on the Fatherland. It is a fine imaginative story.

Emma Hamilton: Mistress. by WINTERED. GEORGE. London: George Bell & Sons.
While recognizing the literary merit of this work, the reviewer is of opinion that the theme is unlikely to be a popular one. The author is, if not a woman suffragist, at least an ardent sympathizer, and her heroine's sudden grasp of politics would be one of the wonders of the twentieth century. After perusing the first few chapters of the book, the reader presses on in the hope of studying a wonderful woman whose deeds will equal, if not excel, those of Grace Darling and other famous women. Instead we find a nervous caricature. Her beauty and attractive manner persuade a millionaire to take her from her home and install her in his family circle. Thus, with gossamer train upon her, she becomes a social star. After a yarn with an eminent politician, she trends for the first time the thorny path of politics. Then political questions become such a craze that her wedding—she marries the millionaire—is but a secondary consideration, and, owing to momentous circumstances connected with her new hobby, the length of her honeymoon has to be curtailed. Her magnetic orations are listened to by thousands in spellbound admiration, and her project, the returning of a labour party to the House, becomes an accomplished fact. The joke is that she claims a Labour Parliament would unanimously endorse Chamberlain's tariff proposals.

Lord Curzon in India. being a selection from his speeches as Viceroy and Governor-General of India, 1898-1905, with explanatory notes and introduction by Sir THOMAS RALEIGH, K.C.S.I., legal member of the Governor-General's Council, 1899-1904. 2 vols. London: Macmillan & Co., Ltd.
The title says almost all we have to say of this book, which will be more interesting when we have had time to forget our newspaper reading, and to obtain a proper historical perspective of the speaker and his speeches. The introduction by Sir Thomas Raleigh, the legal member of Lord Curzon's Council, is a handy contribution to Indian history. It is a synopsis of Indian administration from the time of the Viceroy's appointment. It refers to the constitution he is required to administer and of the limitations under which his work is done, and then summarizes the important measures introduced by the late Governor-General. In the two volumes there are about sixty speeches selected from the 250 made by the Governor-General during his regime. They deal with famine, education, land and other important questions and go to show the good intentions of the statesman whose desire was that the common ideal might be "a united country and a happier people."

"RED REPUBLICANS" IN KIANGSI.

A Nanchang dispatch reports that H.E. Wu (Chung-shi), the Acting Governor of that province, has been greatly exercised lately by the receipt of a dispatch from the Viceroy at Nanking warning him that a party of "Red Republicans," or "K'eh Ming-tang," have entered Kiangsi province, with the object of taking advantage of the rice crisis and the anti-Roman Catholic feeling caused by the Nanchang murder case, to stir up the masses against the Government. In consequence of this information Governor Wu (Chung-shi) has issued instructions to the civil and military officials and constabulary throughout the province to keep strict watch on the movements of all strangers crossing the frontiers and to arrest suspicious characters who cannot give an account themselves. All inns, lodging-houses, monasteries and houses of entertainment are now required to give nightly reports to the police authorities of each city, of the presence of strangers entering their doors.—N.C. Daily News.

PROPOSAL TO ANNEX LABUAN TO SINGAPORE.

The proposal to place the island of Labuan under the administration of the Government of the Colony of the Straits Settlements was considered at the meeting of the Singapore Legislative Council on July 20th, and all that is now required to make the scheme an accomplished fact is the sanction of the Imperial authorities. His Excellency the Governor Sir John Anderson will now urge His Majesty the King, of course through the medium of the Secretary of State for the Colonies (Lord Elgin), to issue Letters Patent under the Great Seal of the United Kingdom for the absorption of Labuan. The motion to take over Labuan was proposed by the Colonial Secretary (Mr. J. A. G. Gifford), and gave a retrospective summary of the administration of Labuan, before it came into the hands of the Governor of the Straits Settlements. As the Colony is a British possession, it is only natural that the Resident should desire British administration. But that is not all. It is absolutely necessary in the colonies, especially in the tropics, that the officials who have charge of their administration, should, for the sake of their health, and therefore for the welfare of these colonies, be relieved in their duties by a different set of officials, and at such times as was thought desirable. But as Labuan is only a small Colony, extending some twenty square miles only, and as its population is but small, it is not to the financial interest of the Colony to maintain a large staff of officials. Hence the proposed annexation. The Colonial Secretary presented figures showing the financial position of Labuan, and contended that although the taking over the control of affairs in Labuan would not mean any financial profit to the Straits Settlements the island would certainly pay its way.

After the Colonial Engineer had seconded the resolution, the Hon. W. H. Sheppard pointed to Labuan as having a prosperous future before it, and expressed pleasure that the trade and population of the island were steadily increasing. The Hon. W. J. Napier looked at matters from a broader point of view, for he contended that even if Labuan as a Colony was not paying its way, it would be a magnificent asset to the Straits Settlements. He contended that the Straits Government refused to undertake the guardianship of the Colony—a British Colony. He answered a question advanced by the Hon. W. H. Sheppard to the effect that the matter of the military contribution of Labuan would be settled in the same manner as was that regarding Christmas Island, that is, until the revenue of Labuan can bear it the Colony will not be compelled to pay any military contribution.

ROMANCE IN 1906.

Writing from the Gobi desert to the N.C. Daily News, a correspondent gives the following interesting glimpse of real-life romance. It may be of interest to some of your readers to have news from this remote region—an oasis beyond the Gobi desert. The New Dominion, in which we are privileged to be at present, travelling with a caravan of camels, it takes fully twenty-five days from Suifu, the last city outside the Great Wall, to Hanoi, that means quick travelling at an average speed of sixty li per night. Night time is the best for travelling with camels. They start usually at sunset and are glad to have the mid-light of the moon shine upon their lonely paths. When the moon sets, the caravan stops. It is not so shivering, we must needs plod along with out the kindly leading light. Travelling by camel is much more expensive than by camel, the former goes by Aisi to Hanoi, the latter straight through the desert along the borders of Mongolia, not touching Aisi.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Caledonia*, with the next French mail, will leave Saigon to-day, at 3 p.m., for this port.
The P.M. str. *Manchuria* arrived at San Francisco on the 2nd Aug.
The I.G.M. str. *Prinz Eitel Friedrich*, which left here on Tuesday, the 31st July at 8 a.m., arrived at Shanghai on Thursday, the 2nd inst., at 8 p.m.
The U.N. str. *Taiyuan* left Kobe on the 3rd inst., p.m., and is due here on the 10th inst., a.m.
The C.N. str. *Changai* is expected to leave Sydney on the 9th inst., and is due here on the 1st Sept.
The C.N. str. *Teon* leaves Manila on the 7th inst., p.m., and is due here on the 10th inst., a.m.
The C.N. str. *Kaifong*, from Cebu and Iloilo, is due here this afternoon.
The C.N. str. *Hawker*, from Tientsin and Chefoo, is due here about 6th inst.
The N.Y.K. str. *Kanagawa Maru* (European Line) left Shanghai for this port on the 3rd inst., and is expected here on the 6th inst.
The Japan Shipowners' Association's str. *Kous Maru* left Japan yesterday, and is due here on or about 8th inst.
The Doa Line str. *Benedi* sailed from Singapore on the afternoon of the 2nd inst., and may be expected here on the 8th inst.

A VISIT TO SHANGHAI GAS WORKS.

BY ARCHITECTS AND ENGINEERS.

The opinion is abroad that gas as an illuminant has been superseded by electricity; that it has a few years of employment before it, for heating or power purposes, but that in the course of a very short period the huge down-the-gas-holders which have been familiar features in the outskirts of most towns and villages will disappear to the landscape no longer. Quite different views from those have been expressed from time to time at annual meetings of the Shanghai Gas Company, and equally, no doubt, at those of similar companies. Much has been made of the fact that the fact that the Westminster City Council Lighting Committee have given the preference to gas over electricity in the matter of lighting Whitehall, though the cost was estimated at about the same figure for either illuminant. From other quarters also, it has been observed, there have lately been indications that with the aid of the Wolsbach burner and other improvements such as the pneumatic switch which renders gas like electricity independent of the gas supply, it may yet hold its own. The Shanghai Gas Company at all events continues to pay substantial dividends, and the Directors with the courage of their convictions have lately embarked on a scheme of extension which has required enlargement and rebuilding of their works and offices on Tibbet Road at the junction of the "effense and Soochow Creek."

During the forty years of its operations in Shanghai, the Gas Company has been compelled, of course, to increase its plant and extend the bounds of its property on several occasions. At the end of 1895, when the Company was twenty months old there were fifty-eight meters only connected with the mains. In 1898, the first year of its operations, there were sold only 5,418,000 cubic feet of gas. In the present year of 1906, it is estimated that the sales will be 5,000,000 cubic feet. The price has varied inversely. The original figure was \$1.50 (equivalent to 18s.) per thousand feet; the present rates are \$1.75 for lighting and \$1.20 for power.

These and other interesting facts were explained by Mr. H. King Miller, engineer-in-chief to the Company, to a following members of the Shanghai Society of Engineers and Architects on July 24th. By invitation of the Directors members of the Society paid a visit to the Company's works. The heavy downpour of the afternoon was inopportune, but much interest was shown under dripping umbrellas, and members, in their enthusiasm for knowledge, braved mud, extremes of temperature, and other discomforts incidental to journeys of discovery. They had the benefit of expert guidance, and eventually found themselves safely back in the handsome but as yet unfurnished offices of the company, where in the enjoyment of their hosts' hospitality the perils of the way were speedily forgotten. Regret was expressed that none of the Directors of the Company were able to be present, but they were thanked in the name of the Society by Mr. John Prefect, its President, who also proposed a vote of thanks to Mr. King-Miller, a proposition which met with cordial response.

The most interesting feature of the plant was visited first. This is the new gasholder which has been specially designed by the engineer-in-chief to meet local conditions of the soil. The weight of water (10,000 tons approximately) in the tank of the existing holder has proved too much for the subsoil and the whole structure has sunk considerably. In the new holder the water will not be spread over the whole area at the base, but will be contained in an annulus. The middle area thus left unoccupied will afford room for a store of gas down 12 feet in diameter by twenty-five feet in height, the roof formed by the floor of the gasholder. The value of the gas held in it, it is calculated, cover the extra cost of a holder of this description.

CHINESE EMIGRATION UNDER GERMAN AUSPICES.

The Swatow correspondent of the N.C. Daily News writes:—Emigration from this port to Amoy to Samoa is being earnestly promoted both by German business agents and the local German Consul. The terms offered to the emigrants are fair, free passage, food and medical attendance, a minimum wage of 88 free of all deductions, free cargo of letters, repatriation in the event of serious illness, and the German Consul promises that there will be no tax on the emigrants. The proclamation is evidently worded so as to meet objections suggested by "friends of their country" who are making capital out of reports from South Africa. But although the cooperation of the mandarins has been secured in the issue of proclamations, and maps of the archipelago and its position relative to China are posted, the supply of coolies is limited.

An item in the proclamation provides a remedy for what is an evil rampant in Swatow. If a man has been deceived away by native agents upon false pretences his relative can have him back upon payment of \$80, which seems to be a rather heavy bill of expenses. The coolies of the port to emigrate in part legitimate, and in part (and that not a small part) lawless. The favourite ports in the eyes of Swatow men are Singapore and Bangkok. All other places are under a ban, as the result of ill-practices in the coolie trade in former years. In some cases this bad name is now undeserved, but the name is easier to win than to lose. In consequence of this the premium offered for securing emigrants for such places is high, and the inducement to secure the reward is proportionately great. Proclamations against fraudulent enlistment are being continuously issued, and both the deputy appointed by the Taotai, and the Consul of any country concerned, do their best to discover whether men are going abroad at or against their own free-will. But a recurrence of kidnapping cases, and the execution of a few few coolie-hungry principals show that the evil still flourishes. Further legislation strictly administered will be necessary before the abuse can be stamped out.

RIOTING AT NANKING.

SOLDIERS WRECK FOUR POLICE STATIONS.

The N.C. Daily News gives the following account of an incident referred to in our leader column two or three days ago.—Shortly after noon on Tuesday, 24th July, one of the policemen whose duty it is to patrol the main road leading from the city proper to the river, noticed two soldiers riding in one ricksha. He remonstrated with them, but his interference was resisted and the soldiers showed fight. A signal from the policeman's whistle brought others on the scene, the soldiers were arrested, escorted to their own quarters and duly punished by their own officers. A little later in the afternoon a large body of soldiers, several hundred strong, turned out to avenger their comrades and proceeded to wreck four police stations.

They assaulted all the policemen they could find on the road from the drumtower to the river. About twenty-five policemen were injured, seven very severely. Two soldiers were beheaded on Thursday afternoon. The officer in charge of the camp from which the rioters issued has been condemned to imprisonment for the soldiers against the policeman. The soldiers do not recognize the fact that their quarters are not with the policeman, but with law and order. "No rogues were felt the latter draw."

With good opinion of the law. The soldiers indulge in talk with regard to the policeman. They will simply annihilate them. The soldiers are roughly speaking, seven or eight thousand and the policeman seven or eight hundred. The road from the drumtower, along which the wrecked stations stand, is patrolled now by mounted officers of the soldiers. Of course, they feel their responsibility and will try to prevent their men from doing further mischief. The police stations were built last year. They are connected by telephone line with the drumtower station, and warning was given of danger of assault by the soldiers. Many of the policemen changed their uniforms for citizen dress and escaped. But some had the change only half effected by the time the storm broke. And some, more dull than the rest, did not realise their danger and were caught on the very crest of the wave of destruction. There was pillaging done by the crowd of vagrants that are always ready for work of that kind. The distance from the drumtower to the river is about four miles. Along that road there are several foreign-built houses separated by intervals so great that communication must be slow. These houses are the Customs school, the German Consulate and, near it, the American Consulate. Further on is the Consulate of the Netherlands. There is a small village at one point on the road. But with the exception of the places named and the police stations there are very few houses before the city gate is reached, leading to the place on the river side where the steamers stop. No disturbance, as far as I am aware, took place on the premises of the foreigners. The wrecking of police stations was confined with one exception to the North side of the drumtower. On the South side of the drumtower there is a collection of houses occupied by the foreign Christian Mission. Within a stone's throw of these houses is a police station. It was wrecked as completely as the others. But no damage was done to the mission property.

POPULAR'S FARM COLONY.

GUARDIANS' LANDS.

The inquiry into the workhouse scandal at Poplar continues to furnish surprises. There were two on June 29. One was the serving of a writ for slander, and the other a police description of the idle life of farm colonists at Laidon, Essex. The writ was served by Mr. Palmer, whom Mr. Lansbury, one of the guardians, called an "infamous liar." The previous day, while a witness was giving evidence Mr. Palmer advanced to the inspector and said he would take the opportunity of serving Mr. Lansbury publicly with a writ for slander. The inspector told him he could very well do that elsewhere, but Mr. Palmer would not be put off, and he threw the writ across the table at which Mr. Lansbury was sitting. Mr. Lansbury, however, was sitting in the Essex County Court, and the writ was accordingly served on the farm colony which the guardians established at Laidon. He said that 821 men had been sent to the colony, and the majority were undesirable. Twenty of them had been in the custody of the police.

Drunkenness, refractory conduct, larceny, and other offences on the part of the inmates of the colony, has been a frequent feature of the workhouse. The men drink until a very late hour, and then go home shouting and bawling. Some of them have been found by the roadway drunk at midnight. "I have been told by servants of the guardians that the men are fed on prime joints, receive two suits of clothes a year, two ounces of tobacco a week, and a good pocket money. The farm is about 100 acres in size, and about eight or ten men could work it. When the men do work, they just turn over a bit of soil, and then have a rest. They produce only a few cabbages and potatoes. "Do you think that any useful public purpose is served by keeping these men in the place?" asked Mr. Robb, who appears for the Municipal Alliance.

"No," replied the superintendent. "I think it is encouraging them in a state of laziness." He then mentioned the visits of the guardians to Laidon. "There was a motor-car there, but I have not seen it lately," he said. "It was always breaking down, and it has been sent, I believe, to Forest Gate."

"Instead of travelling to Laidon station, which is only a mile away from the farm colony, the guardians always got out at Brentwood, seven miles away and drove to the colony in landaus. The country round there is very pleasant indeed." On the question of money which was supplied to the men on the farm colony, Police Constable Read supplied some interesting information. "I know," he said, "they have changed post orders at the Greenwich Post Office from 1s. to 1s. 6d. each. I am told the orders have come from their wives. Why, as much as 200 of postal orders have been changed at one public house a week."

"The men live well, but do only a bit of work. If a stranger passes along the road they stop their work and look at him. They are also in the habit of taking tea and coffee." "Some of them came up to London to swell the ranks of the unemployed, didn't they?" Mr. Robb asked. "Yes," said the constable. "To see Mr. Balfour?" They went to London, I know. They were taken to see Mr. Balfour by Mr. Crooks?—That I cannot tell you. The inquiry was again adjourned.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00
4 CARTRIDGE (25-15-04) \$60.00

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HAVE YOU TRIED "BLATZ"?

THE STAR MILWAUKEE BEER.

AMERICA'S BEST.

PER CASE, 10 DOZEN PINTS \$27.00
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12, QUEEN'S ROAD CENTRAL.

LONDON AND BERLIN FLOODS.

London and the surrounding districts were visited by one of the most extraordinary rainstorms on record during the twelve hours between midnight and noon on June 24th. The storm which for two days past had been experienced in the north-east and midlands swept southward and thus London and the south-east generally experienced a deluge such as has been seldom surpassed in meteorological history. Widely and floods throughout the metropolitan district, the complete suspension of the train service on the Underground Railway, and remarkable scenes in many places were among the result.

The rainfall, as measured officially at W. St. Minister, was 2.19 inches. At Camden-square Dr. H. R. Mill, the well-known rainfall expert, measured 2.27 inches, while at Kingston the total was over 2 1/2 inches. Only on three previous occasions has so heavy a rainfall been recorded even in a whole day. An inch of rain means 100 tons of water to the acre, and it, therefore, only needs a brief calculation to show that during the twenty-four hours London's 443,620 acres were deluged with the extraordinary amount of at least 100,000,000 tons of water.

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In Berlin almost total darkness prevailed during the morning. There was a thunderstorm of exceptional severity, and rain fell in torrents. Houses were flooded, and people going to work had to wade through water up to their knees. In some of the lanes, men were seen wading up to their waists in water. The tram traffic was entirely suspended during the floods.

Eight persons were killed by lightning, and many were injured, while several fires were also caused by the flashes. The fire brigade, which deals with serious street accidents in Berlin, was called out no fewer than 210 times.

An extraordinary accident happened at Lichtenfeld, a few miles from Berlin. Two horses, harnessed to a heavy wagon, fell on the slippery roadway. They were unable to regain their feet and were drowned in the middle of the street.

In some parts of Lichtenfeld the water reached a height of ten feet. The lightning, caused wide-spread damage and occasioned no fewer than twenty-eight different fires.

Enormous damage has been done to crops owing to heavy hailstorms in different parts of the country. The wind blew with hurricane force and uprooted scores of trees, and the roofs of many houses were blown off. A groomer was killed, and an officer and man severely injured on the roads ground at Doerberitz owing to the horses attached to a gun bolting.

NEW SWIMMING RECORD.

Lord Desborough presided at the Royal Life Saving Society's annual gala on July 2nd. The most interesting event of the evening was an international scratch race of 120 yards, in which C. M. Daniels, the great American swimmer, succeeded in breaking the world's record of 1 min. 2 sec., made by R. Cavill, by one-fifth of a second, covering the distance in 1 min. 12 sec. There were three other competitors, Cecil Healey, the Australian, finished a yard behind Daniels, a yard and a half behind him was Zoltan de Halmay, of Hungary, and four yards further back was J. H. Derbyshire, the Englishman.

COTTON MILL PROFITS IN JAPAN.

The net profit of the Kanagatuchi Spinning Company for the half-year just ended is ¥1,737,380, including the surplus brought over from last account. Of this sum ¥454,272 is allotted for dividend at the rate of 16 per cent. per annum. ¥1,000,000 placed to the special reserve; ¥500,000 allotted as bonus for officials; ¥500,000 to the operatives' pension fund; ¥500,000 to the operatives' fund for the provision of better homes, etc., and ¥300,000 for the operatives' relief fund. The balance of ¥153,308 is carried forward. The Goto Spinning Company of Osaka has declared a dividend for the half-year at the rate of 20 per cent. per annum, after placing ¥80,000 to the reserve, and carrying forward a surplus of ¥326,614. The company has increased its capital from ¥1,000,000 to ¥2,400,000. The Jap'n Spinning Company has decided to add over 10,000 ring spindles for fine yarn, the factory thereof to be set up in the compound of the existing mill. This decision has been approved at a recent general meeting. The net profit of this company for the half-year is ¥261,024, of which ¥90,000 has been placed to the reserve, ¥160,000 allotted for dividend at the rate of 16 per cent. per annum, and the balance carried forward. The Osaka Spinning Company's dividend is at the rate of 20 per cent. per annum, after providing for the reserve, etc., which absorbed ¥134,000.—Japan Chronicle.

COTTON MILLS IN THE SOUTHERN STATES.

In the southern states of the United States there are 642 companies and firms each operating one or more cotton mills. These mills are equipped with 9,470,647 spindles and 216,203 looms. The total capital invested in these mills is about 230 million dollars. Both the capital invested and the number of spindles have more than doubled since 1900. The Carolinas have more than half the number of spindles and looms. In these two states there are 379 companies operating g.mills, and in the millsthere are 5,795,380 spindles and 135,500 looms. In Georgia there are 1,770,995 spindles and 38,590 looms; Alabama has 767,376 spindles and 15,059 looms; in Virginia there are 223,528 spindles and 8,025 looms; Mississippi has 168,607 spindles and 4,707 looms; Tennessee has 219,298 spindles and 4,475 looms; in Maryland there are 201,750 spindles and 3,624 looms; Louisiana has 91,700 spindles and 2,350 looms; in Texas there are 78,633 spindles and 2,343 looms; Kentucky has 67,002 spindles and 1,368 looms; and Arkansas, 55,628 spindles and 240 looms.—Commercial America.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and sent to the Press Office, 11, Des Voeux Road, Hong Kong, before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 6th August.

By Order, A. R. LOWE, Secretary.

Hongkong, 4th August, 1906. [1525]

NOTICE.

WE have This Day authorized Mr. CHARLIE WEE to SIGN our Name.

TAI WO & Co. Hongkong, 3rd August, 1906. [1526]

TO LET.

SHOP TO LET in FREDERICK STREET.

Apply by letter to—

Care of "Daily Press" Office, Hongkong, 4th August, 1906. [1527]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES ORDINANCE OF HONGKONG.

AND

IN THE MATTER OF "THE HONGKONG BREWERY Co., Ltd."

NOTICE IS HEREBY GIVEN that a Petition for the Winding-Up of the above-named Company by the Supreme Court of Hongkong in its Original Jurisdiction, was on the 15th day of July, 1906, presented to the said Court by ARTHUR RYLANDS LOWE, Chartered Accountant, and that the said petition is directed to be heard before the Court sitting at Victoria, on the 18th August, 1906, at 10.30 o'clock in the forenoon, and any creditor or contributory of the said Company desirous to support or oppose the making of an order on the said petition may appear at the time of hearing by himself or his Counsel for that purpose, and that a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Dated the 4th day of August, 1906.

ERUPTON & HETT, 39, 41 & 43, Des Voeux Road, Hongkong.

NOTE:—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the above-named notice in writing of his intention so to do. The notice must state the name and address of the person, or if a firm the name and address of the firm, and must be signed by the person or firm or his or their Solicitor or Counsel (if any) and must be served, or if posted, must be sent by post in sufficient time to reach the above-named not later than 6 o'clock in the afternoon of the 15th day of August, 1906. [1528]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale of the Right of Erecting and Maintaining a TEMPORARY PIER over Crown Foreshore opposite Waterloo Road, Yau-mai, to be held at the Office of the Public Works Department by Order of His Excellency the GOVERNOR, on TUESDAY, the 7th day of August, 1906, at 3 P.M., for a term of 1 year commencing from the 7th day of August, 1906. [1529]

PARTICULARS OF THE PIER.

No. of Pier Position Largest Dimensions Period of Lease Estimated Price.

2 Opposite Waterloo Road, Yau-mai, 70 ft. by 120 ft. \$250

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale of the Right of Erecting and Maintaining a TEMPORARY PIER over Crown Foreshore opposite Waterloo Road, Yau-mai, to be held at the Office of the Public Works Department by Order of His Excellency the GOVERNOR, on TUESDAY, the 7th day of August, 1906, at 3 P.M., for a term of 1 year commencing from the 7th day of August, 1906. [1530]

PARTICULARS OF THE PIER.

No. of Pier Position Largest Dimensions Period of Lease Estimated Price.

1 East of Waterloo Road, Yau-mai, 50 ft. by 100 ft. \$200

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale of the Right of Erecting and Maintaining a TEMPORARY PIER over Crown Foreshore opposite Waterloo Road, Yau-mai, to be held at the Office of the Public Works Department by Order of His Excellency the GOVERNOR, on TUESDAY, the 7th day of August, 1906, at 3 P.M., for a term of 1 year commencing from the 7th day of August, 1906. [1531]

PARTICULARS OF THE LOT.

No. of Lot Boundary Measure in feet. Annual Rent. Upst. Price.

1 Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 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1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828,

SHIPPING.

ARRIVALS.

Amoy, German str., 771, N. Batten, 3rd Aug. Haiphong 31st July and Hoihow 2nd Aug. General, Johnson & Co. 150
 Peking, Chinese str., 3rd Aug. from Canton
 HANGKONG, British steamer, 3rd Aug. from Canton
 KALAM, British str., 2,354, Walker, 2nd Aug. Newcastle 12th July and Hoihow 2nd Aug. General, Johnson & Co. 150
 SINGAPORE, American str., 3,655, A. Zander, 2nd Aug. San Francisco 7th July, Mail and General, P. M. S. S. Co. 150

CLEARANCES.

At the Harbour Master's Office.
 Aug. 3rd.
 Cheong Hong, British str., for Tientsin
 HONGKONG, British str., for Shanghai
 HONGKONG, German str., for Hoihow
 HONGKONG, Norwegian str., for Shanghai
 HONGKONG, British str., for Chinkiang
 HONGKONG, British str., for Shanghai

DEPARTURES.

Aug. 3rd.
 Amoy, British str., for Sourabaya
 CHINA, Norwegian str., for Hongkong
 FANG, British str., for Shanghai
 HONGKONG, German str., for Hoihow
 HONGKONG, Norwegian str., for Chinkiang
 NANSAN, British str., for Chinkiang
 TIENTSIN, British str., for Shanghai
 WANGKONG, British str., for Batavia
 YONGKONG, British str., for Manila

VESSELS IN DOCK.

Aug. 3rd.
 AMERICAN DOCKS—
 KOWLOON DOCK—*Alto, Peder, Light, Seng, Providence.*
 CANTON DOCK—

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SINGAPORE, AMOY AND FOCHOW.

THE Company's Steamship.

"HAITAN".

Captain J. S. Reach, will be despatched for the above Ports TO-DAY, the 4th August, at 3 P.M.
 For Freight or Passage apply to
 DOUGLAS LARCAK & Co.,
 General Managers.
 Hongkong, 1st August, 1906. 1509

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship.

"EASTERN".

Captain Powell, will be despatched as above TO-MORROW, the 5th inst., at Daylight.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers, the Steamer of the Company have electric fans fitted in staterooms.
 For Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 3rd August, 1906. 1521

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"LIGHTNING".

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 7th inst., at Noon.
 For Freight or Passage apply to
 LAVID SASSON & Co., Ltd.,
 Agents.
 Hongkong, 1st August, 1906. 1491

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship.

"DAKOTA".

will be despatched for the above Ports on TUESDAY, the 7th August.
 For Freight and further particulars apply to
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 28th June, 1906. 1528

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to AJOON, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also YENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALAO.
 (Taking Cargo at through rates to PERIAN Gulf and Bagdad, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"CAPRI".

Captain Bello, will be despatched as above on FRIDAY, the 10th August, at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 31st July, 1906. 1514

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE AND ANTWERP (Direct), VIA SAIGON.

THE Company's Steamship.

"EUPHRATE".

(7,300 Tons Gross) Captain Bru, will be despatched as above on or about the 13th August.
 This Steamer has accommodation for Passengers and carries a duly qualified Doctor.
 For information as to Passage and Freight, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 1st August, 1906. 1510

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." for other with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via UGAL PORTS OF CALL	MOLDAVIA	Brit. str.	—	E. H. Gordon	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & HAMBURG	GLENTURRET	Brit. str.	—	R. Webster	McGREGOR BROS. & GOW	About 14th inst.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 18th inst.
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
LONDON, AMSTERDAM & ANTWERP	ONESTES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMEDES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th Sept.
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th Sept.
LONDON, AMSTERDAM & ANTWERP	TUDOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
LIVERPOOL Direct	ARMAND BEHIC	Brit. str.	—	—	MESSAGERIES MARITIMES	On 7th inst., at 1 P.M.
MARSEILLES, &c. via PORTS OF CALL	EUPHRATE	Brit. str.	—	—	MESSAGERIES MARITIMES	About 13th inst.
MARSEILLES, HAVRE & ANTWERP (Direct)	ALCIBIOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
MARSEILLES, HAVRE & LIVERPOOL	P. R. LUTFOLD	Brit. str.	—	H. Kirchner	MELCHERS & Co.	On 15th inst., at Noon.
BREMEN, via PORTS OF CALL	KITA	Rus. str.	—	—	MELCHERS & Co.	About middle of Sept.
ODessa	ALESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 7th inst.
HAVRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 21st inst.
HAVRE & HAMBURG via STRAITS, &c.	HELVEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 5th Sept.
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 2nd Oct.
HAVRE, ROTTERDAM & LIVERPOOL	CYCLOPS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 15th inst.
COPENHAGEN & BALTIC PORTS	KINA	Dan. str.	—	—	MELCHERS & Co.	On 4th Sept.
NAPLES, HAVRE & HAMBURG	SILEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 18th Sept.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 19th inst.
GENOA, MARSEILLES & HULL	ASTYANAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Sept.
GENOA, MARSEILLES & LIVERPOOL	PELEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 20th inst.
NEW YORK via PORTS & SUEZ CANAL	JOHN HARDIE	Am. str.	—	—	SHEWAN, TOMES & Co.	About 20th inst.
NEW YORK via PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	—	CARLOWITZ & Co.	About 20th inst.
NEW YORK via PORTS & SUEZ CANAL	ATHOL	Brit. str.	—	—	DODWELL & Co., Ltd.	About 3rd Sept.
VANCOUVER via SHANGHAI JAPAN, &c.	TARANT	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 8th inst.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 22nd inst.
VICTORIA (B.C.) & TACOMA via JAPAN	TELEMACUS	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	To-day.
PORTLAND, OREGON via SHANGHAI, &c.	THOMAS	Am. str.	—	T. W. Garlick	PORTLAND & ASIATIC S.S. Co.	On 14th inst., at Noon.
CALLAO, IQUIQUE, via JAPAN PORTS	ARABIA	Ger. str.	—	Metzenhain	TOYO KISEN KAISHA	About 10th inst., Noon.
AUSTRALIAN PORTS via MANILA	KASADO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS via MANILA	TAIWAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
AUSTRALIAN PORTS via MANILA	WILLIAM	Brit. str.	—	—	MELCHERS & Co.	On 1st Sept., at Noon.
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	Beginning of Sept.
NAGASAKI & VLADIVOSTOK	DAIPHE	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	To-day.
YOKOHAMA & KOBE	TUNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 2nd inst.
YOKOHAMA via SHANGHAI, MOJI & KOBE	JAYA	Brit. str.	—	S. Barnum	BUTTERFIELD & SWIRE	To-day, at Noon.
KOBE, YOKOHAMA & SAN FRANCISCO	DAKOTA	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 7th inst.
JAPAN via SHANGHAI	TULATAP	Dut. str.	—	—	JAVA CHINA JAPAN LINE	Quick despatch.
TIENSIN	HUICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst.
CHEFOO & NEWCHANG	KWEIYANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
SHANGHAI, YOKOHAMA, KOBE & TONGKU	SHIRIEN	Dut. str.	—	—	MELCHERS & Co.	About 2nd inst.
SHANGHAI, MOJI, YOKOHAMA & KOBE	YICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI via SWATOW	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	To-morrow, at Daylight.
SHANGHAI, KOBE & YOKOHAMA	WINGANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 6th inst., at 1 P.M.
SHANGHAI, YOKOHAMA & KOBE	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	About 6th inst.
SHANGHAI	MALEA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 5th inst.
SHANGHAI & CHINKIANG	LIHIA	Ger. str.	k.w.	—	SIEMSEN & Co.	About 9th inst.
SHANGHAI, YOKOHAMA & KOBE	SIAMONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 14th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ACHEN	Ger. str.	—	—	MELCHERS & Co.	On 15th inst.
TAMU via SWATOW & AMOY	MASARA MARU	Jap. str.	—	S. Tarnai	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
AMOY via SWATOW & AMOY	AKASHI MARU	Jap. str.	—	J. A. Meier	OSAKA SHOSEN KAISHA	On 8th inst., at 10 A.M.
FOCHOW via SWATOW & AMOY	PRITHOOF	Brit. str.	—	H. A. Hamblin	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—	J. S. Roach	SHEWAN, TOMES & Co.	To-day, at 3 P.M.
MANILA	ROBI	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	TAMING	Brit. str.	1 m.	—	JARDINE, MATHESON & Co.	On 7th inst.
MANILA	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 10th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 11th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	MAUSANG	Brit. str.	—	J. G. Spence	JARDINE, MATHESON & Co.	To-morrow, at Daylight.
BOMBAY via SINGAPORE & PENANG	LIGHTNING	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	On 7th inst., at Noon.
	CAPRI	Ital. str.	—	Beloito	CARLOWITZ & Co.	On 10th inst., at Noon.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila	On 4th Aug. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 11th Aug. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 29th July, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "JOHN HARDIE" ... About 20th August.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS

Hongkong, 20th June, 1906.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA via SHANGHAI	JAVA	Noon 4th August	Freight and Passage.
MOJI and KOBE	S. Barnum	August	
SHANGHAI	MALTA	About 9th August	Freight and Passage.
	R. A. Peters	August	
LONDON &c. via UGAL PORTS	MOLDAVIA	Noon 11th August	See Special of Call.
	E. H. Gordon	August	Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 16th August	Freight and Passage.
	F. J. Fox	August	

For further Particulars, apply to

E. A. HEWETT,
 Superintendent.

Hongkong, 4th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT NOON
"ARABIA"	4,430	Metzenhain	August 14th, 1906.
"ARAGONIA"	5,198	Brust	September 5th, 1906.
"NICOMEDIA"	4,370	G. Meisner	September 16th, 1906.
"NUMANTIA"	4,370	Feldmann	October 4th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, AGENT.

Hongkong, 4th August, 1906.

HAMBURG-AMERIKA LINE.

HOME LINE-OUTWARD.

STEAMERS	DESTINATION	TO SAIL
* SCANDIA	SHANGHAI, YOKOHAMA & KOBE	5th Aug.
* SLAVONIA	SHANGHAI, YOKOHAMA & KOBE	14th Aug.
* SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE	22nd Aug.
* SUEVIA	SHANGHAI, YOKOHAMA & KOBE	30th Aug.
* SEGOVIA	SHANGHAI, YOKOHAMA & KOBE	5th Sept.
	SHANGHAI, YOKOHAMA & KOBE	13th Sept.

HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
ALESIA	HAVRE and HAMBURG	On 7th Aug.
Capit. Luning	via Singapore, Penang and Colombo	On 21st Aug.
SPEZIA	HAVRE and HAMBURG	On 21st Aug.
Capit. Malchow	via Singapore, Penang and Colombo	On 4th Sept.
* SILEZIA	NAPLES, HAVRE and HAMBURG	On 4th Sept.
Capit. Bahle	via Singapore, Penang and Colombo	On 6th Sept.
HELVEZIA	HAVRE and HAMBURG	On 6th Sept.
Capit. Neumann	via Singapore, Penang and Colombo	On 18th Sept.
* SCANDIA	NAPLES, HAVRE and HAMBURG	On 18th Sept.
Capit. V. Dohren	via Singapore, Penang and Colombo	On 2nd Oct.
SENEGAMBIA	HAVRE and HAMBURG	On 2nd Oct.
Capit. Peter	via Singapore, Penang and Colombo	On 2nd Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amidships. Lighted throughout by electricity. Duly qualified doctor and stewardess on board.

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAPHNE	NAGASAKI & VLADIVOSTOK	Beginning of Sept.
LYTHAKA	SHANGHAI & CHINKIANG	10th Aug.
LYDIA	SHANGHAI & CHINKIANG	Freight & Passengers.
KOWLOON	SHANGHAI & CHINKIANG	Freight & Passengers.

Taking Cargo at Through Rates to TSINGTAO and CHENGKING.

For Freight and Passage, apply to

For Steamers of the Coast Service Marked * to HAMBURG-AMERIKA LINE, SIEMSEN & CO. HONGKONG OFFICE. 152

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Cap. in.	Sailing Date
TREMONT	9,606	T. W. Garlick	On 22nd August.
* PLEIADIS	3,753	P. G. Purinton	About 15th September.
LYRA	4,417	G. V. Williams	On 25th September.
SHAWMUT	9,606	E. V. Roberts	On 24th October.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

FOR NIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"PELEUS"	On 5th August.	
GLASGOW and LIVERPOOL...	"CHING WO"	On 9th August.	
GLASGOW and LIVERPOOL...	"ANTENOR"	On 16th August.	
GLASGOW and LIVERPOOL...	"CYCLOPS"	On 23rd August.	
GLASGOW and LIVERPOOL...	"BELLEROPHON"	On 30th August.	
GLASGOW and LIVERPOOL...	"TINTUCK"	On 6th September.	
GLASGOW and LIVERPOOL...	"TIBENKAI"	On 13th September.	
GLASGOW and LIVERPOOL...	"MACHAON"	On 20th September.	
GLASGOW and LIVERPOOL...	"MOYUNE"	On 27th September.	
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 4th October.	
GLASGOW and LIVERPOOL...	"CALCHAS"	On 11th October.	
GLASGOW and LIVERPOOL...	"MENELAUS"	On 18th October.	
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 25th September.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 7th August.	
GENOA, MARSEILLES and HULL	"ASTYANAX"	On 14th August.	
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.	
LIVERPOOL, LONDON and ANTWERP	"TYDEUS"	On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.	
MARSEILLES, HAVRE and LIVERPOOL	"ALCINOUS"	On 30th August.	
LONDON, AMSTERDAM and ANTWERP	"DIONED"	On 11th September.	
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September.	
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 25th September.	
HAVRE, ROTTERDAM and LIVERPOOL	"CYCLOPS"	On 30th September.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 4th August.	
	"BELLEROPHON"	On 1st September.	
	"NINGCHOW"	On 29th September.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TYDEUS"	On 13th August.	
	"STENTOR"	On 8th September.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI, YOKOHAMA and KOBE...	"YOKOHO"	On 4th August.	
YOKOHAMA and KOBE...	"TSINAN"	On 4th August.	
YOKOHAMA and NEWCHANG...	"FAIRYANG"	On 7th August.	
YOKOHAMA and NEWCHANG...	"HUICHOW"	On 10th August.	
YOKOHAMA and NEWCHANG...	"TAIYUAN"	On 11th August.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days Across the Pacific in the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	TO	DATE
R.M.S. "TARTAR" 4,425 tons	WEDNESDAY, 8th Aug.	1st Sept.
"EMPERESS OF INDIA" 6,000 "	WEDNESDAY, 22nd Aug.	12th Sept.
"ATHENIAN" 3,882 "	WEDNESDAY, 5th Sept.	29th Sept.
"EMPERESS OF JAPAN" 6,000 "	WEDNESDAY, 19th Sept.	10th Oct.
"MONTEAGLE" 6,163 "	WEDNESDAY, 3rd Oct.	27th Oct.
"EMPERESS OF CHINA" 6,000 "	WEDNESDAY, 17th Oct.	7th Nov.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £20; via New York £32.
Intermediate or Steamer ... £40, and let Class Rail ... £42.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate"
passengers only to Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUAT VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 5th Aug.	
AMOY VIA SWATOW AND AMOY	"S. TAGAMI"	at 10 A.M.	
FOOCHOW VIA SWATOW AND AMOY	"AKASHI MARU"	WEDNESDAY, 8th Aug., at 10 A.M.	
	"FRITHJOF"	SUNDAY, 5th Aug.	
	"H. A. HARALDSEN"	at 10 A.M.	

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidsip. Unrivaled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
Second Floor, No. 1, Queen's Building.

Hongkong, 29th July, 1906. **T. ARIMA, Manager.**

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
SANDAKAN	"MAUSANG"	Sunday, 5th Aug., daylight.	
SHANGHAI VIA SWATOW	"WINGSANG"	Monday, 6th Aug., 4 p.m.	
MANILA	"LOONGSANG"	Friday, 10th Aug., 4 p.m.	

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang & Yangtze
Ports.
* Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawee,
Usman, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

EAST ASIATIC CO., LTD., COPENHAGEN. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIC PORTS.	STEAMERS	TO	DATE
S.S. "KINA"	"SIBIRIEN"	on or about the 15th Aug.	
S.S. "SIBIRIEN"	"SIBIRIEN"	on or about the 15th Sept.	
FOR SHANGHAI, YOKOHAMA, KOBE AND TONGKUI.	S.S. "SIBIRIEN"	on or about the 2nd Aug.	
FOR ODENSA.	S.S. "KITAI"	on or about the Middle of Sept.	

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.

IMPERIAL GERMAN MAIL LINES. NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd August
SACHSEN	WEDNESDAY 29th August
PRINZ HEINRICH	WEDNESDAY 5th September
GNESSEN	WEDNESDAY 12th September
PRINZ LUDWIG	WEDNESDAY 19th September
PRINZESS ALICE	WEDNESDAY 26th September
PREUSSEN	WEDNESDAY 3rd October
ON WEDNESDAY, the 15th day of AUGUST, 1906, at NOON, the Steamship "PRINZ SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.	

Shipping Orders will be granted till Noon, on MONDAY, the 13th Aug. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 14th Aug. and Parcel
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcel should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
via NAPLES, GENOA OR GIBRALTAR ... 64 0 0 44 0 0 26 0 0
return ... 115 0 0 79 0 0 47 0 0
via BREMEN OR SOUTHAMPTON ... 123 0 0 83 0 0 49 0 0
return ... 135 0 0 95 0 0 59 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN INDIA:
Passengers to European and New York are entitled to travel by the N. D. L. Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
WILHELM	4763 tons ... TUESDAY, 21st Aug.
PRINZ WALDEMAR	3222 tons ... TUESDAY, 18th Sept.
PRINZ SIGISMUND	3312 tons ... TUESDAY, 10th Oct.

ON TUESDAY, the 21st AUGUST, at NOON, the Steamship "WILHELM,"
Captain Obermayer, with Mail, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20	return	\$30	\$20
TO NEW GUINEA	\$28	\$18.10	\$14.00	return	\$42	\$27.15
TO BRISBANE	\$30	\$20	\$14	return	\$44	\$28
TO SYDNEY	\$33	\$23	\$15	return	\$49.10	\$31.10
TO MELBOURNE	\$34.10	\$24.10	\$16	return	\$52.5	\$34.5
TO YOKOHAMA	\$30.00	\$20.00	\$14.00	return	\$47.00	\$31.00
TO KOBE	\$35.00	\$25.00	\$16.00	return	\$50.00	\$32.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £27 0 0
To EUROPE VIA AUSTRALIA AND AMERICA ... 96 0 0
From Australia to New York via Vancouver by the J.P.R. Co's steamers, or via San
Francisco by the O. & O.S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, & "SACHSEN"	TO	DATE
KOBE & YOKOHAMA	"PRINZ HEINRICH"	Wednesday, 15th Aug.
SHANGHAI, NAGASAKI, & "PRINZ WALDEMAR"	Wednesday, 26th Aug.	
KOBE & YOKOHAMA	"PRINZ WALDEMAR"	Wednesday, 29th Aug.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. O. & O.S.S. Co.
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	232 0 0		
To Bremen	63 10 0		
To Paris via Cherbourg	65 0 0		
To Naples, Genoa via Gibraltar	65 0 0		

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 29th July, 1906.

VESSELS ON THE BEACH

DAMPSCHEFFS-BREITEN "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"ALBENGA,"
Captain Petersen, will be despatched for the
above Port on or about SATURDAY, the
25th August, 1906.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 13th July, 1906. [1412]

SHIPPING IN PORT.

STEAMERS.

A. B. BROCH, Norwegian str., 541, Andersen
15th July—Shanghai 8th July, Earthen-
ware—Order.

AMERICA MARU, Jap. str., 3,400, Philip H.
Goins, 23rd July—San Francisco 30th July.
Mails and General.—Toyo Kisen Kaisha.

ARROYO, British str., 2,307, H. Plough, 26th
July—Newcastle 4th July, Coal.—Shewan,
Tomes & Co.

BRAND, Norwegian str., 1,320, M. Evensen, 30th
July—Sourabaya 26th June, Sugar.
Sander, Wieler & Co.

CHONGSHING, British str., 1,236, S. J. Payne,
27th July—Tientsin via Chiofo 18th July.
General.—Jardine, Matheson & Co.

CHILPAC, Norwegian str., 1,102, H. Nielsen,
28th July—Bangkok 21st July, General.—
Nippon Yusen Kaisha.

COTIC, British str., 2,744, W. Finch, 30th
July—San Francisco 27th June, Mails and
General.—O. & O. S. N. Co.

DAKOTA, British str., 2,300, Ross, 22nd July—
San Francisco and Shanghai 19th July.
Koroana Oil.—Standard Oil Co.

DEWONORSE, German str., 1,057, F. V. Bruhn,
1st August—Bangkok via Swatow 23rd
July, Rice.—Butterfield & Swire.

EMMA LUYKEN, German str., 1,159, G. Cornaud,
16th July—Manila 22nd May, Sugar.—
Chinese.

EMPEROR OF CHINA, British str., 3,046, R.
Archibald, R.N.R., 24th July—Vancouver
2nd July and Shanghai 21st, Mails and
General.—C. P. R. Co.

ESANG, British steamer, 1,127, L. A. Muir, 27th
July—Newchwang 17th July, Chiofo 18th,
General.—Jardine, Matheson & Co.

FEICHING, Chinese str., 581, T. Johns, 30th
July—Shanghai 25th July, General.—
Chinese.

FEL, Norwegian str., 900, Wagle, 13th July—
Hongkong 10th July, Coal.—Asgard, Thor-
son & Co.

GERMANIA, German str., 1,714, H. Lorenzen,
22nd July—Bangkok 23rd July, Rice.—
Jensen & Co.

HAITAN, British str., 1,183, J. S. Roach, 1st
Aug.—Poochow 30th July, Amoy 30th and
Swatow 31st, General.—Douglas Laiprak
& Co.

HANSA, British str., 1,356, Spencer White,
29th July—Shanghai via Swatow 24th July,
General.—Jardine, Matheson & Co.

HERBIE, German str., 771, J. Jensen, 28th
July—Hobow 27th July, Coal and General.
Jensen & Co.

HILARY, German str., 1,276, Uecker, 14th
July—Swatow 13th July, Ballast.—Sander,
Wieler & Co.

HONGKONG, French str., 712, A. Suzorzi, 2nd
Aug.—Haiphong and Huihow 1st Aug.
General.—A. R. Marty.

JAVA, British str., 2,431, S. Barclay, 2nd
August—London 2nd June and Singapore
28th July, General.—P. & O. S. N. Co.

KIANGTUNG, Chinese str., 1,222, J. Bernebe,
28th July—Chinkiang 24th July, General.—
Chinese.

KWANGLOO, Chinese str., 1,408, R. L. Lincoln,
1st Aug.—Shanghai 24th July, General.—
Chinese.

KWEITANG, British str., 1,044, Dowson, 1st
Aug.—Chiofo 25th July, General.—Butter-
field & Swire.

LARON, Norwegian str., 949, A. E. Olsen, 22nd
July—Mojil 15th July, Coal.—Asgard,
Thorson & Co.

LENNOR, British str., 2,361, F. McNair, 31st
July—Callao 13th June, Ballast.—Dow-
son & Co.

LORNING, British str., 2,122, J. G. Spence,
30th July—Calcutta via Straits 13th July,
General.—David Sassoon & Co.

LISA, Swedish str., 1,577, H. Hornblad, 22nd
July—Sourabaya 10th July, Sugar.—
Sander, Wieler & Co.

MARIE, German str., 1,169, J. Petersen, 29th
July—Haiphong 25th July and Huihow
26th, Rice and Pig.—Jensen & Co.

MASAN MARU, Japanese str., 1,241, S. Tagami,
1st Aug.—Swatow 31st July, General.—
Onaka Shosen Kaisha.

MAUSUNG, British str., 1,641, R. Houghton,
27th July—Sandakan 2nd July, Timber
and General.—Jardine, Matheson & Co.

MEMON, British str., 3,018, H. W. M. Evans,
2nd Aug.—Mojil 27th July, Coal.—Butter-
field & Swire.

NANSHAN, British str., 1,299, A. Jones,
29th July—Saigon 25th July, General.—
Bradley & Co.

NEIL MACLEOD, Amr. str., 902, E. Corral, 19th
June—Manila 16th June.—Barretto & Co.

NORON, Chinese str., 732, G. Haraldsen, 19th
July—Chinkiang 13th July, Peanuts.—
Order.

[By Francis H. Skrine in the *Poll 'Mall Gazette*.]

One of the captain's is well worth repeating. His father, while in command of a country ship, and for Calcutta with a cargo of Burmese teak, was wrecked in that Dreadful of forests and crooked creeks which fringes the northern coast of the Bay of Bengal. The old vessel speedily

completed. They would have to limit their spheres to a mole-rat figure, and from the fact they must be under foreign officers and commissioned officers, in order that there shall be homogeneity of system and the necessary understanding between the commander and his subordinates. In other words, the Corps is anxious for employment in the future, but they are not willing in on the settlement's terms. It is upon to do this stipulation would be acceptable to the Chinese Volunteers, for it would undoubtedly adduce into the existing organisation an element hardly contemplated by the organizers. It is the fact that the Chinese Volunteer Corps cannot be available for practical purposes within the limits of the Settlement used not in any manner its enthusiasm. It may possibly command and used in the future need to arm volunteers, the corps can be used indefinitely without adding to their financial burden. The most superficial glance at men under training is sufficient to convince everyone of the advantages to be derived from a serious course of drill. Not only do the men exercise their muscles and learn to hold themselves erect, they begin to take a pride in their bearing, and the drill makes for a moral uprightness that makes a man a better citizen. Modern education progresses by the necessity of developing the muscles as well as brain, but hitherto in the Chinese system the latter has been exploited altogether at the

an interesting problem, often discussed, is whether iron steel can become changed in its properties by what is termed "fatigue." Most probably, according to Mr. R. A. Hatfield, says *American Manufacturer*, they do not, if material is in the first or original state properly prepared. Failure, so-called, of this is general owing to the steel possessing no internal flaws, which are often only detected by an examination of its microstructure or that it has not been in the proper condition when sent out to the user. So-called "stresser" and "relaxer" are generally due to improper heat treatment, and are quite apparent and adequately investigated. A recent writer has said that, after long experience, he has found steel does not change by fatigue, that under ordinary working loads: "once right, 's right," is his explanation. This investigator took a large number of specimens that had been many years in use, some having given satisfactory, some unsatisfactory results, and he found no difference or breakdown in the mechanical qualities. Further examination is not needed. At present, the Bureau of the official department of the American Government, interacting tests have been made of iron which had been submitted to severe mechanical tension 13 years ago—that is, it had been used close up to the elastic limit and then on one side. No change in quality could be detected. The characteristics of the earlier material in a strained condition produced by the loads had been retained.

[illegible]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply any quantity of PURE FRESH WATER to the shipping, both for Deck and Boilers.

Capt Flag—W. J. W. KEW,
Manager,
Hotel Mansions 3rd Floor.
Hankow St.

an interesting problem, often discussed, is whether iron steel can become changed in its properties by what is known as "fatigue." Most probably, according to Mr. R. A. Hatfield, says *American Manufacturer*, they do not, if material is in the first or original state properly prepared. Failure, so-called, of this is general owing to the steel possessing no internal flaws, which are often only detected by an examination of its microstructure or that it has not been in the proper condition when sent out to the user. So-called "stresser" and "relaxer" are generally due to improper heat treatment, and are quite apparent and adequately investigated. A recent writer has said that, after long experience, he has found steel does not change by fatigue, that under ordinary working loads: "once right, 's right," is his explanation. This investigator took a large number of specimens that had been many years in use, some having given satisfactory, some unsatisfactory results, and he found no difference or breakdown in the mechanical qualities. Further examination is not needed. At Worcester, Arsenal, the official department of the American Government, interacting tests have been made of iron which had been submitted to severe mechanical treatment 13 years ago—that is, it had been used close up to the elastic limit and then on one side. No change in quality could be detected. The characteristics of the earlier material in a strained condition produced by the loads had been retained.

[illegible]

100 h.p., Captain C. L. Vaughan-Lee, Hongkong.
torpedo-boat, 710 tons, 300 h.p., Lieut. E. W. Davis, Yangtze.
torpedo-boat, 710 tons, 300 h.p., Lieut. E. L. Hamner, Yangtze.
s. British sloop, 1,970 tons, Comdr. H. D. Cane Luard, Hongkong.
British sloop, 1,700 tons, Comdr. H. D. Ikin, D.S.O. Hongkong.
s. 1st class cruiser, 1,000 tons, 16 guns, 5,600 h.p., Capt. H. W. Savory, Hakod to torpedo-boat destroyer, 350 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Hugh Mackenzie Hongkong.
s. 2nd class cruiser, 1,330 tons, 10 guns, 5,000 h.p., Capt. Genl. Dalton, S. American.
torpedo-boat destroyer, 240 tons, 6 guns, 5,000 h.p., Lieut. Comdr. Cox, Hakodato.
torpedo-boat destroyer, 230 tons, 6 guns, 5,000 h.p., Lieut. Comdr. R. Henniker Hongkong, Hakodato.
torpedo-boat destroyer, 250 tons, 6 guns, 5,000 h.p., Lieut. Comdr. Tsurumi, Yokohama.
cruiser, arm'd, 1,980 tons, 14 guns, 5,000 h.p., Capt. A. S. V. Yde Horsey, London.
s. British sloop, 14,600 tons, Comdr. Cecil F. Flursby, Hakodato.
s. river gunboat, 331 tons, Lieut. Comdr. V. F. R. Dugmore, Shanghai.
cruiser, 9,800 tons, Capt. J. A. Mackenzie, Hakodato.
s. river gunboat, 180 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Ly, Yangtze.
s. river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Ly, Yangtze.
s. river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Ly, Yangtze.
s. river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secretan, on Yangtze.
s. river gunboat, 710 tons, 300 h.p., Lieut. Comdr. W. West, Shan-hai.
s. river gunboat destroyer, 350 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Stevenson, Hakodato.
s. river gunboat, 630 tons, 450 h.p., Comdr. A. W. Glenn, Svalow.
s. river gunboat destroyer, 330 tons, 6 guns, 5,000 h.p., Lieut. Comdr. C. E. L. Thomas, Hakodato.
s. river gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. G. B. Spiller-Simson, Yangtze.
s. river gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh Southey, Yangtze.
s. river gunboat, 15 tons, guns, 550 h.p., Lieut. Comdr. J. F. Knox, Yangtze.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT Co., Ltd., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W.

J. W. KEW,
Manager,
Hotel Mansions 3rd Floor.
Hongkong St.

● **Mong Yik-Mant Hsi** " "

魚生	Mong Yü-- Monk Fish	1b.	24
魚生	Sing Hui-- Oysters	...	20
魚生	Tsing Kung-- Parrot Fish	...	16
魚生	Tau I-- Perch	...	10
魚生	Hau Tai Yu-- Pike	...	18
魚生	Pa Po Ten-- Plaice	...	9
魚生	Chik Chung-- Pond-fret, White	...	28
魚生	Hak Chong-- Black	...	28
魚生	Ming Hui-- Prawns	...	24
沙撈越	Si Ka Sa-- Ray	...	9
沙撈越	Sik Kau Kung-- Boek Fish	...	16
沙撈越	Hak Chong-- Black	...	28
沙撈越	Ma Yu-- Shark	...	24
魚生	Ma Yu Yu-- Salmon, Canton	...	24
魚生	Shang Yu-- Salmon, Fresh Water	...	32
魚生	Hai-- Stripes	...	10
魚生	Lai Yu-- Skate	...	10
魚生	Lap Yu-- Snapper	...	10
魚生	Tat Sa Yu-- Soles	...	26
魚生	Wan Yu-- Trench	...	14
魚生	Wan Yu-- Turbot	...	18
魚生	Kek Yu-- Turbot, small	...	5
魚生	water	...	5
魚生	Pak Bit Yu-- White Hair	...	5

仁杏	Hang Yau—Almonds	1 lb.
蜜梨山金	Khan Shan Ping Ko—Apples, California	—
金時令天	Tin Tin Pin Ko—Apples, C'foo	—
金時令天	Ho: Tong—Chestnuts	—
紅梨	Fan Chi—Apples, Custard	—
	Macao	each
金時令天	Yat Pui Ping Ko—Apples, Japanese	1 lb.
廣西番香	Shang Shek Heng Tsui—Bananas, fragrant, Canton	—
蕉山金	Shan Shan Heng Tsui—Bananas, brides, Macao	3
佛德	Yung T'6—Carumblis, Chinese	each 9
子藤	Pung Nut—Chestnuts, Chinese	—
子藤	Ye T'6—Cocoanuts	each 9
子藤	P'6 Tai Taz—Grapes, 1st q. lb.	—
子藤	Tin Tung—Lemons, Chinese	10
檸檬山金	Shan Tin Lingwun—Lemon, California	—
檸檬	Lei Chi—Limes, Chinese	21

乾枝高	Laí Chi Kon—Lichoon, Dried lb.	3d
檸檬	Ning Mong—Limes, Saigon, ..	5
老蜜	Lai Sung Mong—Mango, Manila ..	5
老蜜	Lai Sung Mong—Mango, Saigon ..	5
老蜜	Shan Chi Tsz—Mangosteen doz.	10
老蜜	per 100 ..	10
成西洲	Tong Sai Kwa—Water Melon, ..	10
成西洲	American ..	10
成西洲	Sai Kwa—Water Melons China lb.	10
成西洲	American ..	10
成西洲	Hong Kwá—Musik Lemon ..	10
成西洲	American ..	10
成西洲	Passion Fruit, American ..	10
成西洲	per doz ..	10
成西洲	Papaw 1st ..	10
成西洲	2d ..	10
成西洲	Pak Lam—Olives ..	10
成西洲	Chai Lan—Oranges, Canton, Sweet ..	10
成西洲	Chai Lan—Oranges, Canton, Sweet ..	10

悅門漢	Ch'u Mu Chang—Orange	—
精沙	Chu Fa Ka—Small	—
花生	Tin Kat—Mandarin	—
花生	Fa Shang—Peanuts	10
梨雪梨	Shai Sāt Li—Pears, American	—
椰樹	Sin Sai—Pears, Cooking, Canton	—
梨沙	Hu Li—Pears, Shanghai	10
梨沙	Kang Li—Persimmons large	—
梨沙	Hing Li—Persimmons small	8
酸地	Pen Ti Pō Lo—Pineapple	10
	Pineapple Coong only..2d	—
		3d
蕉大	Tai Tun—Plantains	—
蕉小	Luk Yau—Pumelo, Amoy	each 1b.
蕉樹	Chin Lok Luk Yau—Pumelo, Siam	—
梨雪梨	Sin Hop Pō—Walnuts, Fresh	1b.
梨雪梨	Hop Tō Pō—Walnuts, Pres.	—
	VOEGTARD'S	—
竹筒上	Shanghai Yt Chi Chuk—	—
	Artichoke, Shanghai	—

銀竹	Chuk Sun - Bamboo Shoots	lb.
豆苗	Ng Tobi - Beans, Sprout	...
菜苗	Tee Kwa - " Long	...
菜苗	Hin Tau - " French	...
菜苗	Pai Tau - " French	...
豆苗	Mo Moon Hin Tau - Beans,	...
	Macao (French)	...
菜苗	Hung Tau Tsi - " Root	...
菜苗	Kung Sun - Cane Shoots	...
菜苗	Tsing Ke - Brinjals, Green	...
菜苗	Yuen Ke - Red	...
菜苗	Pak Tsoi - Beans	...
菜苗	Chuk Sun - Bamboo Shoots	...
菜苗	Kai Tsoi - Cabbage	...
菜苗	Shui Kai Tsoi - " Shanghai	...
菜苗	Kam Sun - Carrots	...
菜苗	Ye Tsoi Pak - Cauliflower	...
菜苗	Ye Ye Tsoi Pak - " Large Size	...

	Mod. Size	
菜丹	Can Tai'oi—Celery, China	lb.
菜丹青	Young Can Tai'oi—Celery, Eng.	"
咸青	Pu Kwa—Bitter Squash	"
酸粉菜	Kao Lai Chia—Chilies, Dried	"
酸粉菜	Long Lai Chia—Chilies, Green	"
酸粉菜	Hung Fei Tsui—Chilies, Red	"
酸粉菜	Ts'ing Kwa—Cucumbers	"
酸粉菜	Ka Li Tai'oi—Curry Staff,	"
	English	"
酸粉菜	Chung Tau—Gardie	"
酸粉菜	Lo Keung—Ginger, old	"
酸粉菜	Ts'ing Keung—Ginger, young	"
酸粉菜	Ying Tsai—Green Peas	"
酸粉菜	Can Kook—Honey Radish, Sha-	"
酸粉菜	Suk Mai—Sweet Corn	plum
酸粉菜	Yung Shang Tai'oi—Lettuce	"
酸粉菜	Mush. Lemon	"

甜薯	Mô Ké—Ochra	lb.
麒麟薯	Yang Ts'ang Tau—Onions, B'bay,	
蔥生	Shang Ts'ang Tau—Onions, Green,	
蔥生日本	Yat Pan Ts'ang Tau—Onions,	
	Japanese	
麒麟海上	Shanghai Ts'ang Tau—Onions,	
	Shanghai	
蔥薯	hû ké—Ochres	
莖菜芽	Yang Ts'ang Tau—Si—Parsley, Eng,	
	bundle	per lb.
仔薯洲語	Poochow Shu Tsai—Potatoes,	
	Poochow	lb.
仔薯海上	Shanghai Shu Tsai—Potatoes,	
	Shanghai	lb.

仔番門眼	Japanese.....	19
	O Mun Shu Tsai - Potatoes,	
	Macao.....	19
仔番薯花	Fa Ke Shu Tsai - Potatoes,	
	American.....	19
番薯	Kan Shu Tsai - Potatoes.....	19
番薯花	Tung Kwai - Pumpkins.....	19
番薯仔	Chi Tsai Tsai - Pumpkins.....	19
仔白薯仔	Hung Lo Pak Tsai - Baidish.....	19
菜薯	Ye Tsai - Cabbage Root.....	each
紅薯仔	Kan Tsung Tsai - Shalets.....	19
菜薯手	Yin Tsai - Spinach.....	19
薯手	Pai Tsai - Furos.....	19
菜薯	Fan Ke - Tomatoes.....	19
菜薯	Lo Pak - Spinach Chinese.....	19
	Tai kot.....	19

雞油	Young Lo Vegetable Marrow	..
雞油	Exit Kwa - Po - Marrow	..
雞油	American	..
雞油	Ma Tai - Water Chestnuts,	..
	Common	..
雞馬林絲	Kwei Lau Ma. Tai - Water	..
雞馬	Chestnuts, Mandarin	..
雞馬	Sai Young Iwai - Water Cresses	..
雞馬	Tai Shu - Yams	..
	C. W. BARRY,	
	Inspector of Markets	

The prices necessarily vary from day to day and the Sanitary Board has no power to control the prices of the goods. The market is left to the free action of the stallholders to sell at the prices quoted.

HALF for the Concerned, at 10a, Des Vaux
131, Fleet Street, E.C.

...and the